

POSSIBILITIES OF MAYFLOWER ARE UNLIMITED

J. K. Turner, Mining Engineer,
Makes Favorable Report to
Secretary W. J. Tobin.

RECOMMENDS DEVELOPMENT

Pioneer Property Classed With
Others That Have Made Big
Production Records.

The recent examination of the Mayflower mine company, by J. K. Turner, well known consulting engineer, will prove of great interest to all interested in the Pioneer district. The report, which is most comprehensive, goes into minute detail touching upon past development and what may be expected from future operations, and is as follows:

In accordance with your instructions, I have made an examination of the Mayflower and Starlight mines, spending April 3, 4 and 5 in and about the mines owned by your company. The property is situated in the Pioneer mining district, three miles southwest of Pioneer Station, the nearest point on the railroad. It is also about 50 miles south of Goldfield. The collar of the main working shaft is 4000 feet above sea level and the climate is good and favorable to economical mining. The property consists of 11 patented mining claims, totaling about 200 acres in one contiguous body and known as the Mayflower and Starlight groups. The country rock is principally rhyolite. Quartzite, calcite, andesite, sandstone and shales are also very abundant and closely associated with the formation. The vein, which is a well defined fissure, having a strike of northwest and southeast, passes through both the Mayflower and Starlight groups, cutting the formation and dipping to the southwest from 60 to 70 degrees. It can be traced through the property for a length of about 2000 feet.

The values in the Mayflower and Starlight ores are principally gold, and are usually found in the white quartz, brecciated rhyolite and calcite. A small amount of silver is also associated with the gold, the records in the company's office showing that about 1 1/2 per cent of the values are silver, 98 1/2 per cent being gold.

The vein, which outcrops on the surface, has been opened in the Mayflower on the first, second, third, fourth and fifth levels, and has produced, according to the best information obtainable, about \$300,000.

Between the 100 and 200-foot levels, the vein is exposed and ready for stoping for a length of about 150 feet, showing an average width of about four feet and according to samples taken the value of this ore is from \$7 to \$12 per ton.

On the 300-foot level a raise has been put up 20 feet in the vein that shows four feet of ore ready for stoping that assays from \$3.20 to \$18 per ton. The ore at this point should break an average value of at least \$5 per ton.

In a winze below the 200-foot level ore is shown from the 300-foot level. It appears that, falling from the hat, down to a depth of 40 feet that assays from \$4.80 to as high as \$60 per ton. It is estimated that the ore at this point will average \$10 per ton.

The vein, about 4 feet wide, is exposed in a winze below the 400-foot level. Samples taken at this point show values running from \$3.20 to \$24 per ton.

No doubt some of those orebodies will open up into higher values when further developed as records on file in the company's office show that during the past the Mayflower mine produced 10,000 tons of ore having an average value of \$14 per ton and 4000 tons of ore having an average of \$25 per ton. There are places in the stopes where the vein shows a width of 10 feet.

Just below the 500-foot point the permanent water level has been found and water for all purposes can be pumped from a sump below this depth. In all probability the ore will occur in the sulphides below the 500-foot level, but no development work has been done below that point.

The history of the camp of Pioneer is such that high grade shipping ore in large quantities can be expected as development goes forward. In the Pioneer mine in this district and a close neighbor to the Mayflower and Starlight, five stopes of ore have been mined, having various widths of from 10 to 30 feet. The Bonanza stope in the Pioneer mine produced more than \$300,000 in a short time, much of the ore going to the smelters averaging in excess of \$100 per ton.

In the Starlight mine, which is

GINGHAM AND ORGANDY



There is a young, little girlish charm about this unusual frock made of gingham and trimmed with organdy. It shows the genius of an expert handling familiar materials. Organdy makes the narrow, plaited frills that adorn the skirt and finish the neck and sleeves. Narrow bands of 'strip' under slides of gingham on the bodice and tie at each side.

located about 1400 feet northwest of the Mayflower main working shaft, an incline shaft has been sunk in the vein to a depth of 90 feet. There is also a two-compartment shaft about 150 feet southeast of the incline shaft that has been sunk to a depth of 290 feet, but has not yet reached the vein. The vein in the Starlight mine comes to the surface. Assays taken across three feet of the outcrop at the collar of the incline shaft gave returns of \$10.20 per ton. The vein as developed by the incline shaft, drifts and tunnel shows an ore shoot about 175 feet in length, that will average not less than five feet in width.

At a depth of 56 feet below the collar of the incline shaft, the ore has been crosscut for more than 40 feet. At this point five feet on the foot wall assays in excess of \$10 per ton. The ore in the Starlight vein occurs principally in a calcite formation and in appearance is very similar to the ore found in the United Eastern mine at Oatman. A drift running from the tunnel that has been driven easterly along the foot wall side of the vein for a distance of 50 feet shows a good grade of milling ore that will average five feet in width for the entire distance. Samples taken across four feet of the face of the drift, during my visit to the property, averaged \$16.80 per ton.

A tunnel known as the track tunnel that has been started from a point on the tram should cut the Starlight vein when continued on its present course in about 250 feet. This tunnel should cut the vein at a point 400 feet east of the Starlight tunnel and at a depth of 190 feet below the Starlight tunnel level. Practically all of the workings of the Starlight mine as now developed are in mill ore from fair to good grade.

The mine is well equipped with all necessary buildings, tools and mining equipment with the exception of the 90 horsepower engine which drives the air compressor. This engine is not in running order and should be replaced by a modern type engine that will burn low gravity oil and thereby reduce the costs of mining.

Recommendations:
I would recommend that drifting on the vein on the 200-foot level be continued in a northwesterly direction and that raises be put up into the ore at intervals of 50 feet.

That a drift in the winze about 50 feet below the 300-foot level be extended in an easterly direction to further develop this orebody. That several crosscuts be driven in a northerly direction from the 300-foot level northwest; drift to cut under the vein that outcrops on the surface.

That drifting be started in the vein in both directions in the winze at a depth of 50 feet below the 400-foot level.
At the Starlight mine I would speed up development to the fullest possible extent by continuing the southeast drift now in ore on the tunnel level, sinking winzes in the vein at intervals of 40 or 50 feet to prove up the dip of the ore shoot.

The two-compartment Starlight shaft should be sunk from its present depth to 290 feet to a depth of 350 feet at which point, according to surveys made, the Starlight vein should be cut on its dip in the shaft and then drifted on.

Continue the track tunnel until the vein that crops on the surface has been cut, then drift east and west on same.

I consider the Starlight mine one of the best gold properties that has come under my notice in a long time and well worthy of thorough development and I believe if the above recommendations are carried through to completion it will not only show a large tonnage of good grade mill ore in sight, but that ore of shipping grade will also be encountered. The Starlight vein is strong and well defined and the character of the ore in the vein is such that it should go down to great depth. There is undoubtedly

PRINCE WALES WILL WITNESS JAP WORSHIP

Classic Center Shinto Worship
Will be Visited During the
'Sojourn of Englishman.'

(By Associated Press)

TOKIO, April 20.—Nara, one of the ancient Japanese cities which the Prince of Wales will visit on his tour of Japan as guest of the government, is a classic center of Shinto worship and was the first capital of the nation. Much of the building and boatmaking begun in A. D. 709, the "Golden Age of Japan," is still intact.

The great Kasuga Park conveys the impression of an English manor with its lordly pines and graceful cryptomeria, interspersed with ancient cherry trees and rows of maples, beneath whose shade hundreds of deer may be seen at all seasons. During the time of the Tokugawa Shogunate the killing of one of these deer was punishable by death and while no such penalty is meted out today, any injury to these animals is severely dealt with. The deer seem to know it and make friendly advances to all visitors.

During the early days of Nara prosperity, the Todaiji, one of the seven great temples, was the head of Buddhism in Japan and the buildings covered some 20 acres. It was richly endowed with a domain of nearly 25,000 acres of rice and grain fields supporting a population of 5000 persons who labored in its service.

Of all its glories there today remain but few, chief among them being the Great South Gate, Nandai Mon; the great Hall of Buddha and the ancient and most interesting old shrine called Kaidan-in.

The Great South Gate was built in 752 A. D. and remodeled in 1199. On either side are two gigantic figures of Kinnara and the Deva Kings carved by Tankei and his pupil Unkei. With the two stone lions close by, excellent specimens of the 12th century Chinese sculpture but grotesque to modern eyes, they are fluted and protected as "National Treasures."

The Nani-no-Diabutsu, the vast bronze Buddha cast in 749 A. D. being 53 1/2 feet in height.

The Kaidan-in is remarkable for its unusual construction and arrangement inside—a series of platforms rising one above the other to support the images of the Deva Kings, Indra and Brahma, which are said to be the best examples of the art of Nara era are also counted among the "National Treasures."

a large tonnage of fair grade mill ore exposed in the mines, but development has not yet proceeded to the point where it can be measured accurately in order to estimate the tonnage in sight and ready for extraction.

I do not believe you will find it advisable to push milling operations to any great extent until you have added a complete cyanide process to the milling machinery you now have as the per cent of saving of the values by amalgamation is not more than 60 per cent or 70 per cent. The gold is fine and ideal for treatment by cyanidation and would consume only a small amount of cyanide per ton of ore treated. With a cyanide equipment such as is now being used in the mills of Tonopah, a saving of about 97 per cent could be made on Mayflower and Starlight ores, but before undertaking the installation of a complete cyanide mill, I strongly advise the further development of the mines as above outlined with a view to further adding to the tonnage already in sight.

My first visit to the Mayflower property was about two years ago and since that time the development work that has been done has added greatly to the value of the property. This is particularly noticeable in the Starlight, where a large orebody is being developed in virgin territory and I believe by continuing your present economical plan of operation, together with carrying out the above mentioned recommendation, that the ultimate success of the mines will undoubtedly be assured.

Respectfully,
J. K. TURNER.

PUBLIC MEETING.

There will be a public meeting at the high school on Friday evening, April 21, to consider the appeal of Mrs. M. H. Crider. Friends, this meeting is intended for us all, so let us help "our boys" and make their lives a little happier. A very little assistance means much to those helpless ones.

COMMITTEE.

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DETROIT PLANS INDUSTRIALISM ON BIG SCALE

Grouping of Larger Automobile
Factories Along One Grand
Trunk Line Possibility.

(By Associated Press)

DETROIT, April 20.—Establishment of a great industrial center near Pontiac, 26 miles north of Detroit, in which would be grouped two or more of the larger Detroit automobile plants and accessory factories from all parts of the country, is seen here as a possibility following announcement by the Grand trunk line that it is ready to lower the grade of its tracks along Dequindre street, from Jefferson avenue to Hale street, in Detroit, a distance of one and one half miles at a cost of \$4,000,000.

The grade improvements, it is said here, will drive the opening wedge for what promises to be one of the largest railway improvement plans within recent years.

Officials of the railroad company, the Detroit board of commerce and certain automobile companies here have carried on discussions for the last year that included a plan for providing of an interurban line between this city and the proposed new industrial center so that Detroit workmen might have fast transportation to the point near Pontiac. It is declared decision as to expansion of the plan has been awaiting start on the Dequindre street project.

Due to high taxes, certain automobile companies here have expressed a desire to leave the corporate limits of the city of Detroit and remove to some other point. Local capitalists have acquired a 1000-acre tract near Pontiac as the site for a part of the new industrial project. It is said the work of moving one or more plants will be considered as soon as transportation facilities for the workmen are available.

Local financiers say that if the proposition becomes a reality the standing of southeastern Michigan as an automobile manufacturing district would be enhanced because of the bringing of accessory plants into this part of the state.

The Grand Trunk is planning to erect a large terminal station here in the future and to make Detroit the center of east and west traffic on the system. Through traffic on the road now goes through the Port Huron-Sarnia tunnel. Completion of the new Windsor, Detroit bridge, actual work on which is to start this year, would make this possible, it was stated.

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SPORTSMEN TO PARTICIPATE IN POW WOW

Annual Event Will Take Place
at Del Monte May 8-14
With Liberal Cash Prizes.

(By Associated Press)

DEL MONTE, April 20.—Two hundred leading California sportsmen are expected to attend the annual pow-wow of the California Indians here May 8-14. During the session trophies worth between \$2000 and \$3000 will be given winners of the various games.

Features of the meeting will be a trapshooting tournament, a golf tournament, with side competitions on the links, and a series of field sports.

The program follows:
Monday, May 8, 100-target preliminary race; blind bogey golf tournament.

Tuesday, May 9, start of 300-target trapshooting tournament; qualifying round of four-day golf tournament.

Thursday, May 11, finish of trapshooting tournament; first round of golf tournament.

Friday, May 12, pow-wow and barbecue at Deserted Indian Village, with field sports.

Saturday, May 13, start of 200-target trapshooting tournament in morning; semi-finals of golf tournament.

Sunday, May 14, last hundred targets of trapshooting; finals of golf tournament.

Officers of the Indians are: L. H. Melius, Los Angeles, high chief; P. M. Burns, San Francisco, and D. C. Davison, Modesto, vice-presidents; F. Turner, Del Monte, secretary-treasurer; directors, George H. Anderson, San Jose; Ed. Garratt, Alameda; Henry Garrison, Modesto; C. W. Berry, Visalia; Earl Burnham, Los Angeles; Frank Stall, Tonopah.

NOTICE AUTO OWNERS.

All ordinances pertaining to traffic, parking and muffler closing, will from this date be strictly enforced. Owing to the grade of Main street loaded trucks will be given consideration regarding closing of mufflers. Please observe the ordinances.

Dated March 22, 1922.

O. H. SMITH,

Chief of Police,

Town of Tonopah.

M21-4t.
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